



Kolb/Sabino Canyon Road Connection Task Force

Meeting Summary



Tuesday, March 1, 2011, 5:30 to 7:30 p.m.
Morris K. Udall Regional Center
7200 E. Tanque Verde Road, Tucson, AZ 85710

ATTENDEES

Task Force Members

Grant Bennett, Business Representative, Eclectic Café
Gene Brown, Neighborhood Representative, Colonia Verde
John Carlson, Sr., Citizen Transportation Advisory Committee Representative
Diana Dessy, Business Representative, Anthem Equity Group, Inc.
Art Hall, Park Representative, Pantano Ridge Estates
Kathy Hebb, Neighborhood Representative, Pantano II
Bob McDaniel, Neighborhood Representative, Dorado Country Club Estates
Laura Newsom, Neighborhood Representative, Indian Ridge Estates

City of Tucson Department of Transportation (TDOT) Staff and Consultants

Michael Graham, TDOT, Project Manager/Public Information Officer
Janice Cuaron, TDOT, Engineering Project Manager
Demitri Downing, Ward 2 Council Office, Aide
Kevin Thornton, Psomas, Project Manager
Phil Salazar, Psomas, Technical Manager
Scott Stapp, HDR Engineering, Environmental Planner
Mary Ellen Wooten, Public Art Program Manager, Tucson Pima Arts Council
Britton Dornquast, Regional Transportation Authority (RTA), MainStreet Business Assistance Program
Jan Gordley, Gordley Design Group, Public Involvement
Adriana Prieto, Gordley Design Group, Public Involvement

MATERIALS PROVIDED

- Agenda
- Diagrams
 - Proposed drainage channel location
 - Proposed bus turnaround
 - Proposed drainage improvements diagram
 - Sabino Canyon Road access at Crestline Drive and Calle Malaga
- RTA brochure
- Project fact sheet

WELCOME AND INTRODUCTIONS

Janice Cuaron welcomed everyone. A quorum was established. Janice recognized Demetri Downing, Ward 2 Council Office Aide, and thanked him for attending.

The project team, Task Force and audience introduced themselves.

MEETING FORMAT

Jan Gordley reminded the Task Force of the Open Public Meeting Law requirements. Due to these requirements, the meeting would be recorded and the agenda would be strictly followed. She recognized the Task Force for having great attendance and participation. She said she appreciated their productive work and willingness to effectively communicate with the project team. The team is working hard to accommodate requests. She thanked them for agreeing to meet earlier than usual to allow extra time to discuss the agenda items.

APPROVAL OF NOV. 9, 2010, MEETING MINUTES

A motion was made, seconded and approved by the Task Force, with no dissent, to approve the Nov. 9, 2010, minutes with the following corrections.

- Page four, third paragraph, first line, line change: "intersection of Kolb Road and Sabino Canyon Road..." to "intersection of Sabino Canyon Road and Tanque Verde Road..."
- Page four, fifth paragraph, second line, remove: "however, traffic volumes are projected to be low in this area."

PROJECT STATUS AND UPDATE

Public Art Program

Mary Ellen Wooten provided a summary of the Kolb Road art focus meeting held at the Morris K. Udall Regional Center on Wednesday, Feb. 23, 2011, from 6 to 7:30 p.m. At the art focus meeting, the project's public artist, Steven Weitzman, showed a PowerPoint presentation of his completed work, including concrete, fine art and bronze sculptures. Steven identified three primary opportunities for public art, which include the proposed pedestrian paths, sound walls and bridge over the Vincent Mullins Landfill and Pantano Wash.

The art focus meeting attendees actively participated and provided input. They also requested a family-friendly entrance to the east side of Udall Park. Steven will design a few concepts to be brought back to the Task Force before any artwork is determined. Several Task Force members who attended the art focus meeting said they were impressed with his work.

Construction Schedule

Kevin Thornton provided an update on the anticipated construction schedule. Phase one construction at the intersection of Tanque Verde Road and Sabino Canyon Road is scheduled to start summer 2011. There may be traffic delays during construction. Two lanes of traffic would remain open at all times. There would be some work on the storm drain that would affect traffic on Tanque Verde Road. The team hopes to finalize phase two plans, from Crestline Drive to Kolb Road, by the end of the year.

The team anticipates the public hearing to take place when the Environmental Assessment (EA) is completed in the fourth quarter of 2011. Construction of phase two is anticipated to start in 2012. Phase one is funded through the RTA. Phase two includes Federal Highway Administration funding.

The project team has been in contact with utility providers in the area. It is unclear when utility work in advance of construction at the intersection would begin. At the request of Task Force member Laura Newsom, the team will look into the possibility of having the contractor complete work at the intersection of Tanque Verde Road and Sabino Canyon Road during the summer of 2011, to minimize delay at the intersection during the busier times of the year.

Bus Pullouts

Kevin provided an update on bus pullouts within the project area. The existing bus pullout on northbound Sabino Canyon Road in front of Jack in the Box will remain at its current location. The existing bus stop on Tanque Verde Road near Sabino Canyon Road would remain at its current location and would not be widened to a pullout due to lack of right of way. A bus pullout would be provided on southbound Sabino Canyon Road, south of Tanque Verde Road. The existing bus stop on Sabino Canyon Road would be moved 500 feet south of its current location. At the request of Task Force member John Carlson, the team will look into whether a bus pullout on Tanque Verde Road can be added.

Drainage

Kevin provided an update on drainage. The existing intersection of Sabino Canyon Road and Tanque Verde Road ponds up to a maximum of three feet of water. The current proposed design would meet current guidelines and reduce the level of flooding to a maximum of one foot of water. Sabino Canyon Road would be raised, and the crest of Tanque Verde Road would be lowered, removing the existing “ramp up” at Tanque Verde Road. The drainage low point would be 150 to 200 feet south of the intersection. The road would be raised about two feet higher. The water would pond in the park until it travels through the storm drain. Ponding in the park would remain the same, since the park grades would not be changed. Drainage should not present an issue to the project.

The team reported that the planned drainage channel is proposed to be moved from its current location next to the Pantano II neighborhood to a location next to the park, addressing residents’ concerns and avoiding a hard 90-degree angle to connect with the existing drainage channel. Some water from the neighborhood would still go into the existing channel next to Pantano II.

The proposed location of the noise wall next to Pantano II would be east of the channel. The walls would be City of Tucson property to maintain. The water at the park would be collected at the channel on the east side of the road.

The west entrance to the park would remain at Crestline Drive. There would be a traffic signal added at the intersection of Crestline Drive and Sabino Canyon Road. Traffic signals would operate according to traffic monitored by cameras. Pedestrians

would have their own activation button. Pedestrians would cross at Crestline Drive. With the addition of a traffic signal, there would be no High Intensity Activated Crosswalks or additional crosswalks.

Frontage Road Access to Calle Malaga

Kevin provided an update on access to Calle Malaga. The project team looked into various ingress and egress options for Calle Malaga at the residents' request. Both right and left turns would be possible for exiting traffic. Sabino Canyon Road traffic heading south could turn right onto Calle Malaga. There would also be a left-turn lane on Sabino Canyon Road for northbound traffic into Calle Malaga.

There is an option to leave the existing road along the neighborhood and make it into a one-way frontage road heading northbound. The frontage road would be narrowed, and there would be "Do Not Enter" signs to prevent traffic from driving the wrong direction. This would allow Pantano II residents an additional option for exiting their neighborhood northbound.

U-Turns at Dorado Country Club Estates

Kevin provided an update on U-turn restrictions on Speedway Boulevard west of Tanque Verde Road, in front of Dorado Country Club Estates. At the request of Task Force member Bob McDaniel, the project team looked into eliminating one to two U-turns in front of the neighborhood to improve ease of access out of the neighborhood. TDOT traffic engineers are not willing to prohibit U-turns in the area. There haven't been a significant amount of accidents due to the U-turns, and there have been no identified safety concerns. Traffic engineers do not want to prohibit the free flow of movement. The biggest safety issue identified was the likelihood of residents using the space between the medians to wait to make left turns. If something were done to improve access, it would be to prohibit left turns out of the neighborhood. Bob asked the team to explore the option of making a right-turn lane for residents to exit the neighborhood.

Noise Walls at Indian Ridge Estates

Scott Stapp provided an update on noise walls at Indian Ridge Estates. The prior noise analysis determined a noise wall in front of Indian Ridge Estates was not warranted due to the cost-effectiveness criterion. After a field review and reassessment, it was determined the mapping contours were not totally accurate. After taking advantage of naturally elevated areas near the proposed wall location, and shortening the wall based on the increased elevation, the wall became less expensive. Through this analysis, the wall meets the cost-effectiveness criterion. The wall would be eight to 12 feet high. Right of way questions in the area have been resolved.

However, there are a few potential conflicts that would need to be addressed before the wall would be constructed.

- There are utility poles in the easement.
- A homeowner has built a wall in the right of way.
- A number of mature trees would have to be removed for the wall to be constructed.

- Property owners who would be directly impacted would need to vote in favor of the wall (50 percent plus one); in this case, three out of five homeowners.

The cost for the wall would come out of the project budget. The design for the wall would be fairly standard, and it would be constructed on the same schedule as the intersection. The wall would not affect drainage in front of Indian Ridge Estates. The wall would create a five-decibel reduction in noise level, and the area would then meet Arizona Department of Transportation noise guidelines.

PUBLIC HEARING UPDATE

No date has been set for the public hearing, but it is anticipated for fall 2011 when the draft EA is completed. The team will notify the Task Force when more information is available.

FUTURE AGENDA ITEMS AND MEETING DATES

There will be one more Task Force meeting before the public hearing.

The topics of bus pullouts, access to the Safeway shopping center, and access at Dorado Country Club Estates were mentioned to include in future agendas.

CALL TO THE AUDIENCE

Three members of the audience made comments and requests regarding traffic, impacts to businesses, funding and the construction schedule.

ADJOURN

A motion to adjourn was made, seconded and approved by the Task Force with no dissent.

The meeting was adjourned at 7:10 p.m.